

In the Claims:

Please cancel Claims 3, 9, 10 and 22, without prejudice, and amend Claims 4-6, 11-13, 18, 20 and 21 as indicated below. The status of all pending claims is as follows:

1. (Previously Presented) A tire wheel assembly,

wherein a noise-reducing device is attached to a wheel rim in a cavity portion of a pneumatic tire, the noise-reducing device comprising a shell structure where a rough surface portion having a ten-point height of non-linear irregularities (Rz) in a range of 0.1 to 5.0 mm is provided on at least part of a surface, and

wherein a height of the shell structure from a rim sheet is set in a range of 10 to 70 % of a cross-sectional height of the tire,

wherein the shell structure includes an I-shaped cross-sectional shape defined by an inner ring and an outer ring connected to each other by a radially extending connection plate, and

wherein the rough surface portion is formed in a manner that particles are fixed on the surface of the shell structure.

2. (Original) The tire wheel assembly according to claim 1, wherein the shell structure is supported on a rim through a pair of elastic rings.

3. (Cancelled)

4. (Currently Amended) The tire wheel assembly according to any

one of claims 1 to 3claims 1 or 2, wherein a wall thickness of the shell structure is in a range of 0.4 to 1.0 mm.

5. (Currently Amended) The tire wheel assembly according to any

one of claims 1 to 3claims 1 or 2,

wherein an area of the rough surface portion is at least 20% of the entire surface area of the shell structure, and

wherein the ten-point height of non-linear irregularities (Rz) of the rough surface portion is in a range of 0.1 to 3.0 mm.

6. (Currently Amended) A tire wheel assembly,

wherein a noise-reducing device is attached to a wheel rim in a cavity portion of a pneumatic tire, the noise-reducing device comprising a shell structure where a rough surface portion having a ten-point height of irregularities (Rz) in a range of 0.1 to 5.0 mm is provided on at least part of a surface,

wherein a height of the shell structure from a rim sheet is set in a range of 10 to 70 % of a cross-sectional height of the tire, and

wherein the rough surface portion is formed in a manner that particles are fixed on the surface of the shell structure,

wherein the shell structure is supported on a rim through a pair of elastic rings.

7. (Original) The tire wheel assembly according to claim 6, wherein a diameter of each of the particles is in a range of 0.1 to 3.0 mm.

8-10. (Cancelled)

11. (Currently Amended) The noise-reducing device according to any one of ~~claims 9, 10, or 13~~claims 6 or 7, wherein a wall thickness of the shell structure is in a range of 0.4 to 1.0 mm.

12. (Currently Amended) The noise-reducing device according to any one of ~~claims 9, 10, or 13~~claims 6 or 7,

wherein an area of the rough surface portion is at least 20% of the entire surface area of the shell structure, and

wherein the ten-point height of non-linear irregularities (Rz) of the rough surface portion is in a range of 0.1 to 3.0 rom.

13. (Currently Amended) A noise-reducing device intended to be attached to a wheel rim in a cavity portion of a pneumatic tire, comprising:

a shell structure where a rough surface portion having a ten-point height of irregularities (Rz) in a range of 0.1 to 5.0 mm is provided on at least part of a surface,

wherein a height of the shell structure from a rim sheet is set in a range of 10 to 70 % of a cross-sectional height of the tire, and

wherein the rough surface portion is formed in a manner that particles are fixed on the surface of the shell structure,

wherein the shell structure is supported on a rim through a pair of elastic rings.

14. (Original) The noise-reducing device according to claim 13, wherein a diameter of each of the particles is in a range of 0.1 to 3.0 mm.

15. (Previously Presented) The tire wheel assembly according to claim 6, wherein the shell structure has an arch-like cross-sectional shape.

16-17. (Cancelled)

18. (Currently Amended) The tire wheel assembly according to claim 6 A tire wheel assembly,

wherein a noise-reducing device is attached to a wheel rim in a cavity portion of a pneumatic tire, the noise-reducing device comprising a shell structure where a rough surface portion having a ten-point height of irregularities (Rz) in a range of 0.1 to 5.0 mm is provided on at least part of a surface,

wherein a height of the shell structure from a rim sheet is set in a range of 10 to 70 % of a cross-sectional height of the tire, and

wherein the rough surface portion is formed in a manner that particles are fixed on the surface of the shell structure,

wherein the shell structure includes a plurality of alternately arranged L-shaped bent pieces.

19. (Previously Presented) The noise-reducing device according to claim 13, wherein the shell structure has an arch-like cross-sectional shape.

20. (Currently Amended) The noise reducing device according to claim 13A noise-reducing device intended to be attached to a wheel rim in a cavity portion of a pneumatic tire, comprising:

a shell structure where a rough surface portion having a ten-point height of irregularities (Rz) in a range of 0.1 to 5.0 mm is provided on at least part of a surface,

wherein a height of the shell structure from a rim sheet is set in a range of 10 to 70 % of a cross-sectional height of the tire, and

wherein the rough surface portion is formed in a manner that particles are fixed on the surface of the shell structure,

wherein the shell structure includes an I-shaped cross-sectional shape defined by an inner ring and an outer ring connected to each other by a radially extending connection plate.

21. (Currently Amended) The noise-reducing device according to claim 13A noise-reducing device intended to be attached to a wheel rim in a cavity portion of a pneumatic tire, comprising:

a shell structure where a rough surface portion having a ten-point height of irregularities (Rz) in a range of 0.1 to 5.0 mm is provided on at least part of a surface,

wherein a height of the shell structure from a rim sheet is set in a range of 10 to 70 % of a cross-sectional height of the tire, and

wherein the rough surface portion is formed in a manner that particles are fixed on the surface of the shell structure,

wherein the shell structure includes a plurality of alternately arranged L-shaped bent pieces.

22. (Cancelled)